and that in view of the great number of dishes which can be made from It and the low cost per pound, it is one of the most economical of foods. Paust Spathetti is a food for all, rich and poor alike it affords strength for the man who tolls and supplies energy to the brain worker. A booklet published in the interests of American housewives gives numerous recipes for cooking Faust Spaghetti. We will send a copy to anyone on request. Faust Brand Spaghetti is sold only in a sir-tight package, which keeps out air, dirt and moisture, and brings this dainty food to you as fresh and clean as when first made. Ask you grocer for it-it is food economy to use Faust Spaghetti. Buy a 5c package to-day and you will buy a 19c package to-morrow.

RUSSELL HARDING WITH IRONTON?

Reported in New York That He May Manage Zimmerman-Hollins Road - Some Eric Sur-

REPUBLIC SPECIAL

New York, Dec. 2.—After having attended several of the conferences which have been held in this city by the present and former Cincinnati, Hamilton and Dayton interests during the last two days on matters relating to the transfer of that property to the firm of J P. Morgan & Co., which had sold it to the Eric, Eugene Zimmerman, until lately president of the Chedmati, Hamilton and Dayton, departed to-day for Cincinnati, where he is busy with details for developing other railroad. with details for developing other railroad enterprises with which he is now identi-

enterprises with which he is now identified.

Mr. Zimmerman is now president of the Betreit, Toledo and Ironton, which obtained, it is said, so many favorable contracts in connection with the Circimati, Hamilton and Dayton that the Eric Interests protested against retaining the road they had bought. He is also heavily interests protested against retaining the road they had bought. He is also heavily interests in a company which is constructing a bridge across the Ohlo River at Ironton. Although this is an independent enterprise, the bridge will be used by the Detroit, Toledo and Ironton and the Chesapeake and Ohlo in reaching the Southern coal fields in Kentucky.

The third enterprise with which Mr. Zimmerman is identified is a coal road the Chesapeake in longst to extend from Ashland.

Ey. to Pound Gap. The line is to afford connection with the 25,000 acres of coal lands owned by the Zimmerman-Hollins interest. lands owned by the Zimmerman-Hollins interest.

This line will be ultimately connected with the Detroit, Toledo and Ironton, a project which was also a disappointment to the Eric interests when they learned that the Cincinnatt, Hamilton and Dayton could not cross the Ironton-Ashland bridge or enter the coul region of Kentucky except through an arrangement with the Pottroit, Toledo and Ironton. It is said that Russell Harding will be the head of the new company.

SPLINTER CAUSES LOCKJAW. Eleven Year Old Girl Seriously III at Hospital.

Ella Whittle, Il years old, of No. 228 Sorth Market street, is in a critical condi-ion at the City Hespital with lockjaw, weeks ago while playing at her ome the girl ran a spinter into her left set. Little was thought of the injury at the time.

A week later the girl fell sick, and Doctor Breasshaw of No. 236 Montgomery street, was called. Her condition became worse yesterday, and the doctor ordered the girl teken to the City Hospital for an operation.

TO TESTIFY IN POSTAL CASE. Former Official J. L. Bristow Summoned to Washington.

Topska, Kas. Dec. 3.—Joseph I. Bristow, formerly Fourth Assistant Posimaster General, left Salina, Kas. for Washington to-day in response to a telegram from the Attorney General of the United States. Mr. Bristow will testify in the Crawford case, which is in the United States Supreme Court this work of the United States Supreme Court this week and which is one of the impertant cases growing out of the postal investigation conducted by Mr Eristow while in the Government service.

NOTICE.

Marriage and Breath Notices Inserted in The Republic will be forwarded by tele-grath to any one or all of the papers lianced below for simultaneous rubilization, without extra charge if a request to do or accompanies the copy. Notices received after midnight cannot be forwarded, how-ever, until the next evening. Syracuse Post Standard, Previdence Journal Philadel, Public Ledger, Chicago Record-Herald, Rochester Hera t. Cleveland Plain Dealer St. Faul Finner Press. New York Times, Minneausalle Tribute. Checkmatt Encoder.

SPECIALTIFS.

& Keyes Undertaking Co. 5 P. Reyen, Pres and Train.
5 P. Reyen, Pres and Train.
Chas. P. Eberle, Secretary.
Gen. J. Eberle, Julius Hauck, Acoto.
Stables heyes & Marshall Bro.
Rell Main 33. Minlock C 788.

DEATHS.

DYER-Entered late rest, Sunday December 1996, at 11 a.m., Allie M. Huer, beloved the of Charles A. Twer. PORTION On Suturday Detection 2, 19th at re-residence, No. 433 1 worst. Detect Editarith Fortes, with of Alexandry El Fortes, and complete of the late Received G. J. Joseph of HOPMANN.on Sunday, December 1, p. 28. Lente Hofmann, aged E years 4 of S days, Jearly beloved nucleans of Demicrosans then Wagners and dear rather and sen of Salem from the Walter. Paneral will take place in Wednesday, Deaber 6 at 130 p. m., from residence, No. 225 are evenue. Relative and friends are in

MORRMANN On Sunday, December 2, 196, at 15 p. m. Anna Mohirmann onen Risservally, elissed wife of 180m F. Mohrmann and mother of thes. M. Mohrmann. line nutice of funeral from residence, No. CC Version avenue, will be given later

O'REPLLY-On Priday December 1, 1986, at 120 closet p. m. Mary O'helly one Docton. Series Wife of Thomas F. O'Relly, aged Morary I months and 18 day.

Paperal Thomas, December 1, at 100 a. m. ren family residence, No. 1912 Chear avenue. Holy Name Church, Prients invited to ac-

DYATT - Entered lettered in Subday December 1, 196, at it wis me after a short fillness. After a Short fillness. After a Short fillness. After a Short fillness. The state of the same second of the fillness. Past daughter of Joseph and Bligabeth Kribeline Burtown dear slider of Dear Briter ince Kribe. Christine Buste (see Kribe). Sarah Busher (ne Kribe) and Joseph Kribe Jr. aged E 5-887 Futeral will take place Tureday. December

at I n m from the family residence. No 1216 Tower Green avenue, to Sc. Peter and Paul's Cemeters. WINDSE on Sandar December 2 196 at 1.8 a. m. after a short illness, of depathers. Early believed not of thesi Winder and grand-on of Henry Winder, aged 8 years 2 months and II days.

WAGONER UNDERTAKING CO. DAT OR MIGHT.

Puneral private on Monday at 2 p. m. estime. No SN Armand store.

Advantages of the Turbine Engine and Suggestions for Adapting It to Railroad Work-Practical Problems.

Chicago, Ill., Dec. 2.—The Railway Age, in the current issue, advances the follow-ing ideas about the steam-turbine locomo-

The successful and extensive application of the steam turbine to most of the purposes for which the reciprocating steam engine is used has led engineers to speculate upon the possibility of its use as a locomotive engine, and several designs for such an application by prominent builders have already appeared in foreign technical journals.

The principal objection to the usual design for the steam of the s

have already appeared in foreign technical journals.

The principal objection to the usual design for the simple engine in locomotives is the destructive effect of the counterbalance for the reciprocating parts at high speed, which is damaging to the track and to the engine. There is also the wear and expense for repairs, much of it due to the constant stopping and starting of the piston crosshead and valve twice during every evolution. The former objection relating to counterbalance, is successfully overcome by the use of four cylinders with ristons arranged as that the reciprocating parts balance each other, but it is at the expense of a duplication of parts which till retain the longitudinal motion of piston and crosshead, and the expense for the repairs of these parts must increase with the number. There is also the constant uncertainty of the crank axle with the restricted surface of the main rod bearings and the inaccessibility of bearings when they require removal for the adjustment of wear or on account of heating.

Although the four-cylinder balanced locomotive is a marked improvement in its operation, in the matter of maintenance and epairs it must of necessity be a more expensive machine. At present it is regarded by many as the ultimate improvement, in the steam locomotive, and its final form before giving way to the electric motor. The advantages of the rotary engine in having a uniform turning mo-

final form before giving way to the electric motor. The advantages of the rotary
engine in having a uniform turning moment, perfect balance, simplicity and fewer moving parts and its ready adaptation
to high speed, appeal to envineers as attractive features in the further improvement of the steam locomotive for competition with its electric rival.

The most tavorable conditions for the
steam turbine are high velocity, constant
speed and revolution in one direction. In
lits application for driving electric generators, these conditions are easily met
and appear to be a natural development.
The steam locomotive, however, requires
the engine to work under conditions entirely opposite to all these, that is, it
must have a variable speed, much of its
work done at slow speed, and it must be
reversible. A reversible turbine has been
developed in connection with its-suse for
marine purposes and it is now in successful operation.

The most difficult feature in the appli-cation of the turbine to the locomotive

The most difficult feature in the application of the turbine to the locomotive is the possibility of getting a maximum turning moment for starting and one of sufficient magnitude to develop a high tractive power at slow speed. This must be combined with economical operation at high speed, and thus far steam turbines have not been developed along these lines. The conditions of engine load in marine service are somewhat similar to those in the notive power for mironds, and the principles employed in the modifications of the marine turbine, which enable it to handle variable loads economically, may be applied to the locomotive. On steamships a slow-speed, medium tressure, cruising turbine is inserted in front of the main high-speed turbine. For a heavy load corresponding to the starting of a train by a locomotive, both turbines are supplied with high-pressure steam. It is quite probable, therefore, that the turbine locomotive will employ the compound principle and include a number of turbines oas to secure a superior economy under variable conditions of steed and load.

What a happy man the future motive power superintendent will be, when it is only necessary to turn steam on the buzz wheel and the train starts off. There will then been neading of determine to a produce of the produce of the principle and principle and principle and principle and principle and principle and principle only necessary to turn steam on the buzz wheel and the train starts off. There will then been produced of determined and determined

power superintendent will be, when it is only necessary to turn steam on the bizz wheel and the train starts off. There will then be no pounding of driving boxes nor of rods, no guides to be lubricated and kept in adjustment, no slide valves, with their wear and cutting and imperfect performance. Should the turbine require repairs the drop table will remove driving wheels, engine and all and a new set will replace them within the same set will replace them within the same set will replace them within the same will make the competition of the electric locomotive still more difficult, and it is nossible that in this new form the steam locomotive will continue in use for many years to come.

PENNSYLVANIA EXPERIMENTS WITH STEEL-TRACK DEVICES.

The structural and economical defects of the present type of railway track as a structure for carrying a traffic of heavy, tast and frequent trains, are frequently descussed and more or less generally acknowledged, each the Engineering News Practically nothing has been done, however, toward improving the conditions by introducing any new type of construction, the improvements being simply in the line of making the parts of the present type heavier and more substantial, substituting congrete or steel thes for wooden fies, and giving more care to the maintenance of tracks. For these reasons an experiment in steel-tracks.

For these reasons an experiment in steel-track construction which is to be tried on the Peinsylvania, is of rather exceptional interest, especially in comparison with the proposed concrete roadbed or track con-struction. The experimental track for the Pennsylvania consists essentially of a steel longitudinal guider under each rail, but the rails have not a continuous bearing, being supported by chairs about two feet apart. Each longitudinal in 32-foot lengths, is: composed of four main members, put to-gether with two rows of rivers, connected by rivered disphragms, and having rivered

by rivered disphragms and having rivered, splice plates, fleavy cast-from chairs are balted to the longitudinals, and to these the rails are secured by tap bolts and clins, while at intervals there are transverse the-bars bolted to the chairs.

The amount of steel, the number of parts, and the amount of shop work seem to put this construction out of the field of practical track work unless it can be very to put this ecostruction out of the field of practical track work, unless it can be very materially simplified. This girder construction will not have a rigid support but will be embedded in broken-stone ballinst, and the inventor is reported as considering that concrete is liable to disintegrate and will not permit of any torcessary leveling up or surfacing of the track. The Pennsylvania experiment is an i

The Pennsylvania experiment is an in-teresting one and is to be tried on a suf-ficiently large scale and under sufficiently heavy traffic conditions (LEO feet of main line freight track) to give fairly definite results. Whatever its practical success or value may be however it would seem that a me simpler system must be devised be-fore we can arrive at a practical solution of the problem of here to improve each the problem of how to improve (with reasonable limits of rost) the construcn of railway tracks carrying heavy offic with heavy wheel loads and at high

Burnett's Extract of Vanilla the best perfectly pure highly concentrated.

VANILA RAISERS LOSE MONEY.

Americans Manufacture Many Substitutes for True Extract.

Mexico City, Dec 2.—The vanils planters at Papantia say they are now lesting money swing to the fact that many substitutes for vanils are now being manufactured in the United States, so that the demand for the sensine vanila has great by fallen off.

RHEUMATISM



Towns of this country are now beto realize that Specific to a value RAILROADS AMERICAN COALS VALUED BY LOCAL TESTING STATION

Products of Mines From Every Point of Uncle Sam's Dominions Sent to St. Louis for Analysis as to Various Qualifications-Findings of Coal Station Acte ' Upon by Large Railroad Systems in Development of New Territory.

St. Louis has the unique distinction of being the first city of the world in which has been established a plant where the comparative values of bituminous coals are being determined.

The results obtained are of vast importance to the industrial world, and the judgment of the experts is engerly sought by various industrial enterprises.

From Alaska to Florida, from Maine to Arisona, specimens have been obtained and their merits passed upon.

The tests are for power-producing and steam-producing qualities, ecking possibilities and possibility of producing electrical energy.

It is estimated that one-tenth of the one and one-half billions expended yearly by the United States is wasted from want of information in regard to the properties of the various coals.

All of the large railroad systems of the country send carload lots to the St.

All of the large railroad systems of the country send carload lots to the S Nearly half a million dollars has been spent by Uncle Sam in investigations which have centered in the St. Louis plant. The last appropriation of \$300,000 will be exhausted next summer, but there is a movement on foot to make the

St. Louis plant permanent.

been made.

Under the smoke-spouting stacks of the plant in the Fair Grounds, there are, and have been results obtained which are of mestimable value to the industrial world. inestimable value to the industrial words.

Here are tested specimens of coal from every field under the Stars and Stripes, and the findings have been, and are, being furnished to those interested. It is an authoritative analysis, and findings are being put down in black and white with the cognomen of the greatest man of the country at the bettom—Uncle Nam. COMPARATIVE MERITS.

COMPARATIVE MERITS.

The comparative merits of bituminous coal—for the anthracite is barred—are looked into in great detail in the Government plant. An instance of the value placed upon its findings is the receipt during the past week of three cars of coal from the Southern Pacific Railroad, whose officials desire to know its steaming capacity. In the next few days this railroad will know through the station whether to develop a vast region, which has been found by them, or to depend upon the fuel which they are now using.

But it is not the voluntary shipments which are being tested by the plant. Uncle Sam is inquisitive. He goes into unknown regions and finds out things for himself, and then, shortly afterwards, tells his children the results of his inquiries. Every coal field in the country, particularly the new ones, are being investigated. Specimens, in carload lots, are shipped to the St. Louis station. There they are put through all sorts of processes to determine their value for steaming, coking, or heat-producing. And the results "go" with the various industrial

Uncle Sam, in his quiet way, is now prosecuting a work of stupendous value to the country at large in the crew-frequented environs of the World's Pair Grounds. In the territory once the abode of pleasure and everything that was entertaining and beautiful his ectentists are devoted, over formaces and crucibles, to delving into abstruce subjects which represent milions of dollars amounly to the interests which employ the American workingman. Not far from the Inside Inn. down in a guich, which is seen apouting from divers stacks—the only sign of life about in which Uncle Sam relyes supreme. There is nothing spectacular about it. On the contrary, the workmen are begrimed and of a character, which, from appearances, would piace them below the general level of American humanity. But they are doing a great work, and the results are just now being realized.

In that sequestered hollow is the plant which the Government has established for the purpose of testing the coal products of the country and giving them to all who ask. It is in charge of Joseph A. Holmes, one of the best qualified men in the world to handle the operations. The plant is the aftermath of the work was of such great importance that this was supplemented with a further appropriation of \$29,000, and in consequence St. Louis has the unique distinction of being the first and only city of the world where investigations of this character have been made.

Under the smoke-spouting stacks of the Junt in the Fair Grounds, there are, and Under the smoke-spouting stacks of the Junt in the Fair Grounds, there are, and Under the smoke-spouting stacks of the Junt in the Fair Grounds, there are, and Under the smoke-spouting stacks of the Junt in the Fair Grounds, there are, and Under the smoke-spouting stacks of the Junt in the Fair Grounds, there are, and the producer of electrical energy which could be a supplemented with a further appropriation of the sortical energy which could be a supplemented with a further appropriation of the surface of the contens in the su dustries, the railroads and factories, are the "crast losers, he says. And it is to enlighten all consumers that the report of the coal-testing station is to soon be placed in print.

"The power of roal as a producer of electrical energy is one of the great economic questions," says Mr. Holmes. "There are all sorts of coals. There is the heat producer, the fast burner, the cannel—s fine grate coal, which is of no use otherwise—and a dosen others. But in this age the coal which produces the physical energy is the valuable product. The business man wants to know the coal which gives him the greatest steam-producing power.

"The station on the Fair Grounds is primarily for the object of giving information to the country generally on qualifications of the various coals. And for this purpose we have established a plant in St. Louis the like of which has never been witnessed in the world. We measure the amount of steam which is produced in a given time and give data upon the electrical units, which are evolved from this. This is of immense importance.

"The use of coal as a direct power producer has gone by. It is its possibilities as a producer of electrical energy which counts in the industrial world, and the master mechanicians eargerly series upon all data which relate to this. The value of coals as producers of gas for power purposes is also closely watched. Few persons have any conception of the economic questions which are involved in the differences of the country's coal."

Mr. Holmes talked thoughtfully upon coal as a generic proposition. "It is a vast subject," he said. "It's possibilities are only limited by its production, and the investigation which industry entails.

"As a mineral it is the greatest of all deposits, and its character ranges from almost fabled Golconda."

The coals which have been tested by the St. Louis viant have been received from mines which range from the Appalachians to the Coast Range, from Georgia to Alaska, from Southern California to New Hampshire. The possibilities of the fuel

Arrangement for Community of Interests With the Wabash Becomes More Apparent Daily-To Enter Fairmont Region.

REPUBLIC SPECIAL. REPUBLIC SPECIAL.

Pittsburg, Pa., Dec. 3.—That the Vanderbilts have entered into an arrangement for a community of interests with George Gould and the Wabash interests is becoming more apparent daily.

The Pittsburg and Lake Eric Railroad, the extension of the Vanderbilt lines, has its Eastern terminal at Fayette City, Payette County. The Vanderbilts have secured possession of the Buckhannon and Northern Railroad, and it is proposed to extend the Pittsburg and Lake Eric to parallel the Baltimore and Ohio into the Fairmont coal region. The B. & O. System had control of the

Buckhannon and Northern System. It was also the intention of Mr. Gould to build a line into the region which the Baltimore and Ohio had tapped exclusively, making shipments of coal and coke, East and West. The Wabash in leaving the field to the Vanderbills, also in joining with the Washash for the use of freight tracks on the south side of Pittsburg proves the reliroad magnates are working in harmony.

It is said that the Pittsburg and Lake
Eric will eventually be extended to the
Atlantic Coast, thus giving the Vanderbilia
a Northern and Southern line to the Atlan-

is said the Baltimore and Ohio Raliroad is anxious to keep the Wabash out of the Pairmont coal field, and has decided to assist the Pittsburg and Lake Eric rather than give up part of the freight trade to the Wabash.

PEW FREIGHT TERMINALS TO BE BUILT AT ATLANTA.

Atlanta, Ga., Dec. 3.—The Southern Railway's new freight terminals will be built immediately. This improvement, together with the Nelson-street viadict, land and other expenses, will, it is said, cost over the dec. The headhouse of the freight terminal will be four stories high, with a frontage of 130 feet. This building will be occupied by freight officials and operating of ficer.

The freight sheds or buildings will be large and complete. The inbound freight building will be 150 feet long, fifty feet will and two stories high. The outbound freight building will be one story high, 66 feet long and 27 feet wide. Between the two structures there will be six railroad tracks and two train platforms. tracks and two train platforms

WESTERN CLUB DESIRES PEOPLE TO SEE AMERICA.

WESTERN CLUB DESIRES
PEOPLE TO SEE AMERICA.

The Commercial Club of Sait Lake City to making arrangements for a conference of January 18. 10%, of the Governors of Western States and Territories, together with representatives of the West and of the Center of the West and of the Center of the West and of the Center of the West as large a part as possible of the annual American travel abroad.

The club states that about Silk 6660 and the Center of the American travel abroad.

The club states that about Silk 6660 and the Center of the American travel abroad annually by American travel of this amount could be turned into West on the club states that about Silk 6660 and the Center of the American travel abroad travel and the Mayors of club and the Mayors of the Center of the Mayor of the Center of the Mayor of the Silk 6600 and the Mayor and the Center of the American travel abroad annually by American travel of this amount could be turned into West on the club states that about Silk 6600 and the Mayor of the Mayor will be attended by a few form of the American travel of the American trave

with an authorized capital stock of \$1,000,000 by H. R. Freston, C. W. Rhodes, George M. Shriver and C. W. Woolford, all of Ballimore, Md. and Andrew B. Sanborn, Wilmington, Md. and Andrew B. Sanborn, Wilmington, Del This company is an adjunct of the Ballimore and Ohio Railroad Company, and will purchase locomotives, rolling stock, etc.

-The Houston, Sabine and Red River will be 36 miles in length, extending from Houston in Alexandria, La, via Srookridice, Davis Hill, Woodville, and Jasper, Ten., Burkeville and Lesville, La. The distance in Texas is 150 miles and in Louislans, fifty-four miles. Surveys have been completed from Houston to the Sabine River, 150 miles, and the line is under curvey from the river to Alexandria, Grading is in progress from Houston to Brookridge, thirty-two miles.

two miles.

-The Louisiana Western, which is a branch of the Southern Pacific, will build during the coming year the extension from Arnaudville to Iver Barre, twelve miles, which was surveyed a year ago; the branch from Lackport to Cuff, twelve miles, which has been curveyed; the Funice branch to Bayou Cecodric, and a line from Lake Charles north—all in Louisiana. The company will also undertake the construction of the extension from Baton Rouge to Lafayette, fifty-two miles.

-The Fourthe River Valley and Indian Texti-Lafayette, fifty-two miles.

The Fourthe litter Valley and Indian Territory will be forty-four miles long, extending from Fourthe to timber lands south of Jernings Falle, Ark. Ten miles of the road arcompleted and grading is in progress from the and of track toward Jennings Falls, even miles. The completed line was purchased from the Fourthe River Louder Company, which operated it as a beginn read it is expected to complete at least seven miles more by September 1956.

The Bilingia Central is making arrangements.

For the Illinois Central is making arrangements to push work on the proposed extension from Jackson. Tenn. to Birmingham. Ala. Chief Engineer Baidwin is quoted as saving that the tracks of the Mobile and Ohio will be used into Corinth, Miss., and that the company will build its own line from Corinth to Haieyville. Ala., about eighty miles From Haieyville to Jasper. Ala. the tracks of the Northern Alabams will be used, and from Jasper the St. Louis and San Francisco will furnish an entrance into Birmingham.

Birmingham.

The Cincinnati, New Orleans and Tenas Percific will build a second track from Plat Rock Ky, to Helenwood, Tenn, thirty miles, and eleven and two-tenths miles, from Fint Rock to Fine Knott. The Wabash River bridge on the Chicago extension is expected to be finished by the end of the year, and then the line will be operated as far north as Humrick, Ill. Tracksying is in progress on the Chicago extension), and is expected to be completed to sustension), and is expected to be completed to Scathern Railway (the Terre Haute and Chicago extension), and is expected to be completed in January. Work has also been commenced on the extension from Blackhawk east to Indian-apoils, about seventy miles, and the line wa-be completed before the end or 1885. All the bridges will be of stone, concrete or steel, and the company has purchased seventy five acres of land for terminal purposes in Indianapolis.

Oble Reads. State Commissioner Marris estimates that the gross earnings of roads in Ohio this year will amount to nearly \$125,696,690, an increase of 10 per cent. The State re-ceives I per cent of the gross earnings.

Get Ready for Christmas Now. Don't wait until the last minute. Buy your presents now. We are selling Dia-monds and Watches on Credit Lofts Bro-& Co., 2d fl. Carleton bidg. 5th and Olive.

OHIO MAYORS TO MEET IN CLEVELAND TO-DAY.

ernment for Towns-Brand Whit-lock Would Change Ballot System.

REPUBLIC SPECIAL



Stickney's



You can buy ten-cent quality for 5 cents now that the duty on Cuban-grown tobacco has been reduced.

Just ask for the "New Tariff"-in any good cigar store.

It will prove the best smoke your five cents ever bought.

The choicest selected leaf is thoroughly cured, fermented and blended till the essential tragrance and aroma has reached a rich maturity, and every trace of the original hersh bitterness has been removed. This is done for the "New Tariff" by new processes not even attempted in the manufacture of ordinary cigars.

Sold by all Cigar Dealers

WM. A. STICKNEY CIGAR CO.

EXCURSIONS.

DECEMBER 5th and 19th

New Orleans \$15.70, Mobile \$13.50,

Equally low rates to points in Tennessee, Alabama, Georgia and along the famous Gulf Coast. For particulars, Ticket Office. 206 N. BROADWAY. Totaphenes: Boto \$170, 8 1823

KEEPSTAMILY AWAKE

The Reverend John C. Rupprecht Held at the City Hospital for Observation - Wife Says His Mind Is Unbalanced.

Because he insists on sitting up at night, reading the Bible and preaching aloud, the Reverend John C. Rupprecht. S years old, former minister of the German Lutheran Church, has been sent to the City Hospital by his wife, Mrs. Catherine Rupprecht, of No. 2125 Chippena street, and is held for observation. At the request of Mrs. Rupprecht and Doctor Charles E. F. Streutker, of No. 328 South Broadway, Patroiman Lawrence Manion of the Second District conveyed the Reverend Mr. Rupprecht to the South Side Dispensary in an ambulance yesterday. At that place he was adjudged of unsound mind. He was then taken to the hospital.

Rupprecht, according to the police, was an inmate of the City Insane Asylum for six weeks prior to October là, when he was discharged as cured. He recently showed signs of an unbalanced mind again. He persists in preaching throughout the night, Mrs. Rupprecht says, and will not permit others to sleep.

ST. LOUIS'S FAME ABROAD. Londoner Says City Is Known All Over World Now.

Mr. and Mrs. George Sandys of London. England, who are touring the United States, arrived in St. Louis yesterday and registered at the Hotel Jefferson. They will depart to-night.

"We have been particularly desirous to see this city," said Mr. Sandys. "St. Louis is known all over the world now since the close of its big fair, and I have heard all through the East of how well fixed, financially, it has been since that exposition.

"They tell me in the East that St. Louis is the only American city thus far that has had a fair and not experienced finan-cial depression immediately after." FEEL tired, so appetite, cannot deep, work or set. That tiredness will disappear at once if you take H. Hator's Rocky Mountain Ten this month. S cents, see or tables. Johnson Bron Drug Co. Hivadway and Pramille.

The most powerful money king in all this world, working for himself, has not the power of a handful of weak, ignorant and despairing men, when they begin to work for each

What man has built up 47,000 stores, with a capital of \$140,000,000.00, without injury to his fellow-men?

This is the poorest half of the news in Russell's "Soldiers of the Common Good," in Everybody's for Christmas. Everybody's Magneine 15 cents \$1.50 a year

HUNTERS BAG A WILDCAT

St. Louis Sportsmen Return From Hunt Down State.

A party of St. Louis hunters, four in all. arrived at Union Station last night after-several days' outing at the Dixon Club, lie miles down the State. They had a good supply of game, including a wildeat. This cat they shot in a tree, they said. They had eight turkeys, fifty quall and several squirrels and rabbins.

The party consisted of Fred Dyer, Walter Baack, Max Eschles, Gus Wehrenbrecht.

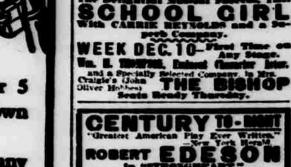


Next Cheap Rate Excursion, Dec. 5

To Southwest Missouri, Arkansas, Louisiana, Texas. Less than one-way fare for the round trip. Stepovers both ways, 21 days' return limit. These are some sample round-trip rates from St. Louis to

Campbell .. Mo. \$ 8.20 Texarkana .. Tex \$11.10 Corsicana, Tex. \$15.40

Cotton Belt trains leave St. Louis, 9:20 a. m. and 9:55 p. m. Write for map, folder and descriptive literature.



WEDNESDAY MATMEE 25c TO \$1.00 NEXT SEX. SEATS THERS.
JOHN CORT announces FLORENCE ROBERTS WHE MAX FIGMAN, IN "ANN LA MONT."

amusements.

By Paul Armstrong, Author of "The Heir to the Hoorah." OLYMPIC "Crane's Biagno Comety Hit." Popular Mat. Wed. 23e to \$1.40. CHARLES FROHMAN presents W. CRANE by Broadhurst and Dazey.

TOLLIS SMIXAM 221M | STATE By CLYDE FITCH-Opens Next Mor

COLUMBIA

1:20 to 19:50 Daily.

Wilton Brotners, Millman Trio, Susie Finher, Mr and Mrs. Jack, Mustcal Thor,

Mat. To-Day ALL THE "CHON" HIT? Nost-"The Shadew Behind the Threne."

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